

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, STRAITS, &c., &c.

1896.

With which is incorporated THE CHINA DIRECTORY.

This is the THIRTY-FOURTH ANNUAL ISSUE, and will be found, as usual, to show an advance on preceding years both in fulness and accuracy of information.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Peking to Vladivostok, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

VEGETABLE

FLOWER

SEEDS.

SEASON 1896-1897.

TO PREVENT DISAPPOINTMENT IT IS REQUESTED THAT CUSTOMERS WILL PLEASE BOOK ORDERS AT ONCE.

CATALOGUES

WITH FULL DIRECTIONS FOR SOWING MAY STILL BE HAD ON APPLICATION.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 12th September, 1896.

[22]

NOTICE TO CORRESPONDENTS

ONLY communications relating to the columns should be addressed to THE EDITOR.

Correspondents forwarding their names and addresses with communications addressed to THE EDITOR, not for publication, but as evidence of good faith, will be published, but no correspondence will be published without the name of the contributor.

No anonymous signed communications should be published, unless they are of a special character.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the price will be 10s. per copy.

Telephone Address—A.B.C. Code, P.O. Box 20. Telephone No. 12.

MARRIAGE.

On the 10th October, 1896, at the Peak Church, Hongkong, by the Rev. J. R. Williams, Minister of the Gospel, the marriage of Miss Mary Jane Jones, daughter of the late Rev. J. R. Williams, of Hongkong, to Mr. John Smith, of Hongkong, was solemnized. The bride was attended by Miss Mary Jane Jones, and the bridesmaids by Miss Mary Jane Jones and Miss Mary Jane Jones. The groom was attended by Mr. John Smith, and the best man by Mr. John Smith. The ceremony was performed in the usual manner, and the couple were pronounced man and wife. The reception was given at the residence of the bride's parents, and the evening was spent in a most enjoyable manner.

The Daily Press.

HONGKONG, OCTOBER 12th, 1896.

A SECTION of the residents of British Columbia are petitioning the legislature for measures to prevent the influx of Chinese and Japanese laborers. The petitioners with reference to the two nationalities are separate and distinct, but the principal objection is the same in both, namely, that owing to the lower standard of living Asiatic laborers can accept lower wages than white men and that they are therefore a serious menace to the prosperity and material welfare of the country. In the case of the Chinese it is also urged that they are non-assimilative and have no intention of settled citizenship; and that they are, in moral, social, and sanitary status, usually below the most inferior standard of Western life. In the case of the Japanese no objection is urged against them on moral, social, or sanitary grounds, and whereas it is alleged that the Chinese are non-assimilative it would seem that the Japanese are considered too assimilative, since the petition against them prays that the facility with which they can be naturalized may be reduced. The total exclusion of the Chinese is asked for, and this it is thought might be effected by raising the poll tax from \$50 to \$500, but in the case of the Japanese the only request is that the present term of three years' residence in the Dominion, requisite as a condition of naturalization, be lengthened (in the case of Japanese) to five years; and that such further and other restrictions be imposed on the immigration of Japanese into Canada as Parliament may deem fit.

There has been during the last few years a great growth in the trade across the Pacific, between America and Asia, and if no undue restrictions are imposed this growth will continue at an increasing rate, but it must necessarily be retarded by any limitations placed upon intercourse. As to the alleged cheapness of Asiatic labour, the ground upon which the proposed limitations are asked for, the petitioners might study with advantage the report on labour in Japan compiled by the United States Consul at Kobe. There has during the last three years been an increase in the price of labour in Japan varying from twenty-five to two hundred per cent, and though the rate is still low as compared with those ruling in

America Mr. CONNELLY is of opinion that there is no possibility of the labour of Japan being utilized to the detriment of American industries. In the first place, he anticipates that the extension of manufacturing industry in Japan will lead to legislation for the control of labour, including the prohibition of child labour, and this will necessarily raise the rate of wages. The amount of skilled labour in Japan is also so small that artisans are able to effect an increase in their wages more rapidly than anywhere else in the world, and Count Okuma, Minister of the Interior, the late Minister of Finance is quoted by Mr. CONNELLY as saying that "Labour here will soon become without doubt as costly as that of the West, if not more costly."

Mr. CONNELLY also reminds us that the producing power of Japanese labour as compared with that of other nations is an important factor in the labour problem of Japan, and, after referring to the Japanese habit of eating at frequent intervals to smoke, chat, or drink tea, says he thinks it is no exaggeration to say that "the American labourer produces more in three hours than his Japanese fellow workman does in what is called a 'day's work'."

The relative efficiency of Asiatic and Caucasian labour is, of course, a very debatable subject, not to be lightly decided upon the opinion of a single observer. The Japanese habit of resting frequently and irregular periods will be overcome as labour becomes more fully organized and that the people are capable of sustained physical exertion no one who has made a long "ricksha journey" in Japan or observed the coolies at work in an enterprising way. We are inclined to think, therefore, that the defect pointed out by Mr. CONNELLY is one destined very soon to disappear and that the efficiency of Japanese labour, as regards the amount of work performed in a given time, will soon approach that of Western labour. It is certain, however, that in proportion as that process takes place, or even more rapidly, wages will advance and that the present disparity in the earnings of the working man in Japan and his fellow workman in Europe or America will tend to disappear. And as the rate of wages in Japan accords the inducement to emigrate will be proportionately reduced; and, moreover, there is no great surplus population in Japan for which an outlet has to be sought by emigration. In countries where labour is scarce and wages consequently abnormally high, Japanese will no doubt be found in varying numbers, but their presence will prove an advantage. The British Columbia petitioners speak of "the comparatively small adult male 'white' population" of the province, and that being the case, and there not being sufficient white men to carry on the fisheries and the market gardening, the presence of Japanese to engage in these industries should be considered valuable rather than the reverse.

As we remarked in our issue of Saturday

the autumn full in the attacks of

plague which is now with us should be

utilized in preparing in every way to meet

the threatened spring outbreak so characteristic

of this disorder. An opportunity

now exists for the Colonial Surgeon to put

forward his application for the employment

of a perfectly qualified medical man for the

plague and infectious hospitals of the colony.

It seems strange that during the

recent outbreak of 1896 the medical care of

the plague patients devolved on a German

Naval doctor lent from a German warship

cruising on the coast. Such a condition of

affairs is to say the least, extraordinary in

an English colony, and time now admits of

better arrangements being made for the

future. A specially qualified medical man

should be obtained from England, who, in

addition to his duty at the hospitals, would

be able to conduct the bacteriological work

so needful in modern hygiene, and also

conduct experiments as to the treatment

proposed by Dr. Yersin. When not so

employed this medical man should be an

Assistant Health Officer working under

Dr. CLARK and able in case of necessity to

carry on his work. To-day with a much

undermanned colonial medical service there

is absolutely no one to take up Dr. CLARK's

duty in case of leave or illness. This calls

for early remedy. Let the Colonial Surgeon

look to it.

The silk steamer *Raemar* was delivered

in New York on the 8th inst.

The maximum temperature last month was

80.6, on the 4th, and the minimum 75.3, on the

16th, the mean for the month being 81.5. The

rainfall amounted to 0.96 inches.

It is notified in the Gazette that Colonel

Sergeant F. M. Maitland has been appointed

Lieutenant of the Machine Gun Company of

the 1st Battalion of the Buffs, and is to be

honoured with the Military Cross, and is to be

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The N. S. steamer *Tacoma* arrived at Tacoma

on the 10th inst. from Yokohama, &c.

We publish today the first chapter of "The

Story of the Arctic Ocean," by Dr. Gordon

Stables.

The Northern Pacific steamer *Brook* left

Tacoma and Victoria for this port on the 7th

inst.

The O. S. S. Co.'s new steamer *Albatross*, from

Liverpool, left Singapore on Friday afternoon

and is due here on Thursday, the 18th

inst.

The Bonaventura Society's concert on "Thurs-

day evening next will be held at the Park Hotel

instead of the Mount Austin Hotel, the latter

not being available.

The following notice was issued from the

Quarantine yesterday:—On the 11th, at 10.35

a.m., a steamer from Hongkong, the *Albatross*,

arrived at the wharf. The vessel was found to

be free from plague, and the crew and passengers

were allowed to disembark. The vessel was

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THE GYMNASIA.

Continued from the 11th inst.

The gymnasia of the season

were a fair success, and the

meeting passed off very

successfully. The various

events were well contested and

interesting, and the

audience was well

represented. The

results of the

various events

were as follows:

The 100 yards race

was won by Mr. J. H.

Hawkins, in 15

seconds. The 200

yards race was

won by Mr. J. H.

Hawkins, in 35

seconds. The 400

yards race was

won by Mr. J. H.

Hawkins, in 1

minute 15

seconds. The 800

yards race was

won by Mr. J. H.

Hawkins, in 3

minutes 15

seconds. The 1600

yards race was

won by Mr. J. H.

Hawkins, in 7

minutes 15

seconds. The 3200

yards race was

won by Mr. J. H.

Hawkins, in 15

minutes 15

seconds. The 6400

yards race was

won by Mr. J. H.

Hawkins, in 31

minutes 15

seconds. The 12800

yards race was

won by Mr. J. H.

Hawkins, in 1

hour 15

minutes 15

seconds. The 25600

yards race was

won by Mr. J. H.

Hawkins, in 3

hours 15

minutes 15

seconds. The 51200

yards race was

won by Mr. J. H.

Hawkins, in 6

hours 15

minutes 15

seconds. The 102400

yards race was

won by Mr. J. H.

Hawkins, in 12

hours 15

minutes 15

seconds. The 204800

yards race was

won by Mr. J. H.

Hawkins, in 24

hours 15

minutes 15

seconds. The 409600

yards race was

won by Mr. J. H.

Hawkins, in 48

hours 15

minutes 15

seconds. The 819200

NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM LIVERPOOL, NEWPORT, AND SINGAPORE.

THE Company's Steamship

"TRINITY"

is due here from the above ports on MONDAY morning. Consignees of Cargo are hereby informed that their Goods will be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Underwriter before Noon on the 15th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th inst., at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

Optional cargo will be forwarded unless notice to the contrary be given before noon on Monday, the 15th inst.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 3rd October, 1896. [2274]

THE CHINA MUTUAL STEAM NAVIGATION CO. LIMITED.

NOTICE TO CONSIGNEES

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"KINTUCK"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Underwriter before Noon on the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 15th inst., at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 8th October, 1896. [2300]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM SHANGHAI AND KOBE.

THE Steamship

"MARIA VALERIE"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

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No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 8th October, 1896. [5]

NOTICE TO CONSIGNEES

FROM NEW YORK AND STRAITS.

THE Steamship

"CATHARINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

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Hongkong, 9th October, 1896. [23272]

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG, AND SINGAPORE.

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Hongkong, 9th October, 1896. [23272]

VESSELS ON THE BERTH

NORDEUTSCHER LLOYD

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

PRINZ HEINRICH, Tuesday, 13th Oct. 1896.

PRINZ HEINRICH, Tuesday, 10th Nov. 1896.

PRINZ HEINRICH, Tuesday, 5th Dec. 1896.

PRINZ HEINRICH, Tuesday, 2nd Jan. 1897.

PRINZ HEINRICH, Tuesday, 2nd March 1897.

ON TUESDAY, the 13th day of October, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Bourdon, with Mails, Passengers, Special, and CARGO, will leave for the above ports, calling at Naples and Genoa.

Shipping Orders will be granted till Noon on SATURDAY, the 10th October, Cargo and Space will be received at the Agency's Office until Noon on MONDAY, the 12th October. Contents of Packages are required. No Packages will be signed at less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be taken on board.

For further Particulars, apply to MELOCHERS & CO., Agents.

Hongkong, 18th September, 1896. [7]

COMPAGNIE DES MESSEGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER- RANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 14th October, at Noon, the Company's Steamship "NATAL," Captain Bourdon, with Mails, Passengers, Special, and Cargo, will leave for MARSEILLES via BATAVIA.

This Steamer connects at COLOMBO with the Steamship "POLYNESIE," which vessel takes on her Passengers and Mails, leaving that port on the 26th October direct to Suva, Port Said, and Marseilles.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Underwriter before Noon on the 15th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

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Hongkong, 8th October, 1896. [5]

NOTICE TO CONSIGNEES

FROM SHANGHAI AND KOBE.

THE Steamship

"MARIA VALERIE"

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having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Underwriter before Noon on the 15th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 8th October, 1896. [5]

NOTICE TO CONSIGNEES

FROM SHANGHAI AND KOBE.

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VESSELS ADVERTISED AS LOADING

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